

HISTORY OF ENTERPRISE

Continuing the Proud Tradition

1961 On January 20, John F. Kennedy was sworn in as the 35th President of the United States. One of his first initiatives was the establishment of a bold and imaginative program to help disadvantaged, poverty-stricken countries around the world. On March 1, President Kennedy signed an executive order establishing the Peace Corps.

The altruism of office soon was overshadowed by crisis. The year before, President Eisenhower approved a CIA plan to train and supply anti-Castro Cuban refugees for the purpose of invading the Latin island and overthrowing the communist regime. Kennedy was reluctant to go ahead with the plan, but finally yielded to combined advice and urging of the CIA, Secretary of Defense and Joint Chiefs of Staff. On April 17, a force of 1,500 Cuban refugees landed at Bahia de Cochinos (Bay of Pigs). The invasion was crushed within three days.

The embarrassment over the "Bay of Pigs" soon changed to pride when Commander Alan B. Shepard, Jr., became the first American to break the barrier of Earth. On May 5,

Shepard ascended 116.5 miles above the earth in a Mercury capsule.

Another highlight of the year came in November when the eighth U.S. ship was commissioned bearing the name *Enterprise*. During commissioning ceremonies held in Norfolk on November 25, Secretary of the Navy John B. Connally, Jr., called the ship a worthy successor to the highly decorated seventh *Enterprise* of World War II fame. In his remarks, Connally said *Enterprise* "will reign a long, long time as 'queen of the seas.'"

1962 On January 12, *Enterprise* left Norfolk for a four-month shakedown cruise. When the Big "E" finished in April, it returned to Norfolk with the highest score ever attained by a new aircraft carrier. Air Wing Six came aboard June 22. The ship was now the most powerful seaborne unit in existence and in August, *Enterprise* joined the Sixth Fleet in the Mediterranean. Soon after its return in October, *Enterprise* would be called upon its first international crisis.

During the summer, the U.S. noticed a significant flow of economic and military aid

to Cuba from the Soviet Union. In September, President Kennedy warned the Soviets that if Cuba became a military base "of significant capacity for the Soviet Union" the U.S. would do "whatever must be done" to protect its security.

On October 16, President Kennedy was shown hard evidence the Soviet Union was building missile bases in Cuba to house missiles that could reach into the U.S. Six days later the President announced his decision.

Enterprise with other ships in the Second Fleet would set up a "strict quarantine of all offensive military equipment under shipment to Cuba," and told the military to be ready for any eventuality. The blockade was put in place on October 24, and the first Soviet ship was stopped the next day. On October 28, Khrushchev agreed to remove the missiles and dismantle the missile bases in Cuba.

1963 As a result of the Cuban Missile Crisis, the need for rapid communications between the White House and the Kremlin became evident. On August 30, a "hot line" between the two super powers became op-

Legacy of Service

The first *Enterprise* was originally a 70-ton British sloop that cruised Lake Chaplain, supplying their posts in Canada.

After the American capture of Fort Ticonderoga on May 10, 1775 the sloop became the object of desire for Benedict Arnold. He realized he would not have control of Lake Chaplain until he captured it.

Arnold's opportunity presented itself when he learned the ship was stationed with the British garrison at St. John's on the Richelieu in Canada. On May 14, he set out from Skenesborough (now Whitehall, New York) and surprised and captured the British garrison four days later. Taking possession of the sloop, he sailed it south to Crown Point.

Renamed *Enterprise*, and part of Benedict Arnold's fleet, it fought against the British at the battle of Valcour Island, then withdrew to Ticonderoga to help obstruct the British advance for a year.

Its service ended on July 7, 1777 when it was beached and burned to prevent it from falling into the hands of the enemy.

The second *Enterprise* was an 8-gun, 25-ton schooner with a crew of 60 men. It was commissioned into the Continental Navy in 1776 from the state of Maryland.

The schooner served chiefly in conveying transports in Chesapeake Bay. However, it was also active in spying on enemy ships and preventing British tenders and barges from getting supplies from the shores to Maryland and Virginia.

It is not known how this ship's career ended.

In 1799, the third *Enterprise* was commissioned. It was a 135-ton schooner outfitted with 12 long 6-pounders with a crew of 70 officers and men.

On its maiden voyage, *Enterprise* left the Delaware Capes on December 17, 1799 and rode out a violent gale on its way to Guadalupe. There it joined a squadron under the command of Commodore Thomas Truxtun.

While attached to Truxtun's squadron during the quasi-war with France, *Enterprise* recaptured 11 American merchantmen and took seven French privateers.

Enterprise was again called to action in the Mediterranean during the war with Tripoli (1801-1804). Lieutenant Stephan Decatur, who gained fame and notoriety after boarding and burning the captured frigate *Philadelphia* in Tripoli harbor, was also an *Enterprise* commanding officer for a period of time.

During the War of 1812, the schooner continued its prowless. It took, among other prizes, the British 14-gun brig *Boxer*.

This proud ship finished its distinguished service in the Gulf of Mexico where it patrolled against pirates, smugglers and slavers. It was lost at sea on July 9, 1823 in the West Indies.

The fourth *Enterprise* was also a schooner commissioned on December 15, 1831. It was 88 feet long with a 23 foot beam; armed with ten 24-9 pound guns; and manned by nine officers and 63 men.



Enterprise first joined the Brazil Squadron, then made a cruise around the world in 1835-36. After service in South America, it was sold out of the Navy in 1845.

The fifth *Enterprise* entered service March 16, 1877. It was 185 feet long, with a 35 foot beam and 1375 ton displacement.

It carried 195 officers, sailors and marines and proved to be one of the fastest and most efficient vessels on the North Atlantic station with a speed under steam of about 12 knots an hour.

The next year, *Enterprise* was sent to South America to survey the Amazon and Madeira rivers. The survey took the ship 1300 miles inland from the rivers' mouth.

On January 2, 1883 *Enterprise* sailed from Norfolk to join the Asiatic squadron. The route selected by the Navy Department was via the Cape de Verde Islands and the Cape of Good Hope. From the Cape, it was to cruise along the coast of South Africa, then to Madagascar, the Comoro Islands and Zanzibar. From Zanzibar, *Enterprise* was directed to cross the Indian Ocean by way of the straits of Sunda and proceed to China, touching Borneo en route.

During this 38-month cruise, *Enterprise* also

erational.

Also during the year, other events took place that would change the course of American History. Among these were a limited nuclear test-ban treaty; a build-up of American troops in South Vietnam increased to over 16,000; a freedom march from Montgomery, Alabama to Washington, D.C. took place and Dr. Martin Luther King told of his "dream" from the nation's capitol; and on November 22, the Camelot years ended in Dallas with an assassin's bullet.

During much of this time, *Enterprise* was with the Sixth Fleet on its second Mediterranean deployment.

1964 On February 8, *Enterprise* returned to the Mediterranean for a third time, but for a shorter period. On May 13, the world's first nuclear-powered task force was formed when *USS Long Beach* and *USS Bainbridge* joined *Enterprise*. On July 31, the three ships were designated Task Force One and sent on "Operation Sea Orbit," a 30,565 mile voyage around the world.

While *Enterprise* and Task Force One were beginning its around the world cruise, our nation's leadership focused at other naval events. On August 2, the U.S. destroyers *Maddox* and *Turner Joy* were attacked by three North Vietnamese patrol boats in the Tonkin Gulf.

On August 7, Congress passed the Tonkin Resolution authorizing the President "to take all necessary measures to repel any armed

attacks against forces of the United States and to prevent further aggression . . ."

In October, *Enterprise* returned to Newport News Shipbuilding and Drydock Company for its first refueling and overhaul. It would be ready for sea again the following spring.

1965 During the year, troop strength in Vietnam would increase from 23,000 to over 184,000 and in February, President Johnson ordered continuous bombing of North Vietnam. Other American troops (14,000) were sent to the Dominican Republic on April 28, during its civil war.

Domestically, the nation was shaken by a riot in one of our nation's largest cities. During the sweltering heat of August, riots broke out in the Los Angeles ghetto of Watts. For seven days, August 11-16, the nation watched burning, looting and killing on their

television sets. When it was over, 35 people were dead and property damage was estimated at \$200 million.

Also during the year, *Enterprise*, *Long Beach* and *Bainbridge* transferred to the Pacific Fleet. With Carrier Air Wing Nine reporting aboard in September, the Big "E" joined the Seventh Fleet on November 21 and became the first nuclear-powered warship to engage in combat.

During the next six months, aircraft from *Enterprise* carried out bombing raids against North Vietnamese supply lines.

1966 On June 21, after completing its first combat tour, *Enterprise* arrived at its new homeport of Alameda, California.

Eight days later, the U.S. escalated its bombing of North Vietnam to include Hanoi. By the end of the year, U.S. troop strength in Vietnam increased to 385,300 with an additional 60,000 off shore and 33,000 stationed in Thailand.

Enterprise left Alameda on November 19, for its second combat tour in the Gulf of Tonkin.

1967 Criticism of U.S. involvement in Vietnam took place



Since the Revolutionary War, eight ships named *Enterprise* have served their country proudly. Greatness, however, was result of great deeds by the men who served on these ships. That is the *Enterprises* heritage.

visited all the Chinese treaty-ports, and was present during the French bombardment of Foochoo Arsenal, Pagoda Anchorage, witnessing the destruction of the Chinese fleet.

Upon its return in 1886, *Enterprise* was refitted and sent to the European squadron, 1887-90. In 1891 it was sent to the U.S. Naval Academy for midshipmen training. The following year it was assigned to the Massachusetts Nautical Training School where, for many years, it helped teach seamanship to Massachusetts youths.

The ship finished its service in 1909, when it was sold out of the Navy.

The sixth *Enterprise* was a 660 foot motor patrol craft purchased by the Navy on December 6, 1916.

It was placed in service at the Second Naval District and performed harbor tug duties at Newport, Rhode Island.

On December 11, 1917 the patrol craft was shifted to New Bedford, Massachusetts for operations inside the breakwaters and was subsequently transferred to the Bureau of Fisheries on August 2, 1919.

The "Fighting Gray Lady" was the seventh *Enterprise* to serve the United States. The keel for CV-6 was laid on July 16, 1934 by the Newport News Shipbuilding and Drydock Company. It was commissioned in Norfolk on May 12, 1938.

Its overall length was 827 feet and had a maximum breadth at the flight deck of 114 feet. Its full-load displacement was 25,000 tons and had a trial speed of 33.6 knots. When *Enterprise* was first commissioned, it was manned by 82 officers and 1447 men, exclusive of its four-squadron air group.

At the outbreak of the War, *Enterprise* was returning to Pearl Harbor from delivering Marine Corps fighters to Wake Island. It launched

aircraft in an unsuccessful attempt to locate the Japanese carrier force.

Enterprise was flagship for Vice Admiral Halsey and later for Vice Admiral Spruance. It accompanied *USS Hornet* on the Doolittle raid against Tokyo and carried Admiral Spruance into the Battle of Midway.

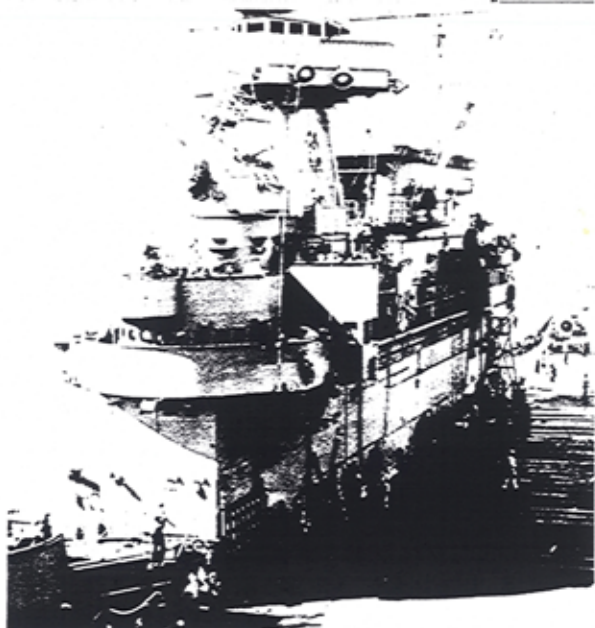
With Rear Admiral T.C. Kinkaid aboard, it supported landings at Guadalcanal and Tulagi and took part in the Battle of Santa-Cruz. In both actions it received considerable battle damage, but kept operating.

Enterprise was the first carrier to receive the Presidential Unit Citation. The ship pioneered night air operations and its torpedo bombers made the first night radar bombing strike by U.S. carrier planes when they attacked Truk on February 17, 1944.

Enterprise planes were in on the "Marianas Turkey Shoot," the Battle for the Philippine Sea and was in action against Japanese forces in the Battle for Leyte Gulf.

Enterprise set a record when it maintained supporting aircraft over Iwo Jima continuously for 174 hours. But off Okinawa, it was struck by Kamikaze planes.

It was decommissioned on February 17, 1947.



on both Capitol Hill and on campuses across the nation. In Congress, the "doves" wanted to de-escalate the war and the "hawks" pushed for more military involvement. At the same time, public dissent increased from university "teach-ins" to anti-war parades and demonstrations.

While the anti-war sentiment was setting root, Air Wing Nine aircraft continued to operate over North Vietnam air space bombing enemy targets. On March 27, *Enterprise* was given its first Battle Efficiency "E" award.

Enterprise's second combat tour ended in June with 13,400 battle missions flown and the ship returned to Alameda on July 6. Four months later, the Secretary of the Navy announced that the Big "E" had won the Navy Unit Commendation Medal for its performance during its 1966-67 deployment.

But on October 14, Secretary of Defense Robert McNamara reported to the President that neither the "pacification" program nor the air war against North Vietnam were effective.

1968 On January 3, *Enterprise* set sail again for its third WESTPAC deployment. Twenty days later, in the Sea of Japan, the *USS Pueblo* was seized by North Korea. *Enterprise* was immediately ordered to the Sea of Japan and on January 25, President Johnson ordered the call-up of 14,000 Navy and Air Force Reserves as well as Air National Guard.

Enterprise remained in the Sea of Japan for a month as the flagship for the specially-created Task Force 71. Meanwhile, on January 30, the North Vietnamese initiated the "Tet Offensive," attacking Saigon and all other important cities and towns in South Vietnam.

On February 16, *Enterprise* left the Sea of Japan and proceeded to Yankee Station, commencing combat operations on February 22. But on March 31, President Johnson announced a halt of all air and naval bombardment of North Vietnam as a precondition for initiating peace negotiations.

Although the Tet Offensive was a military disaster for North Vietnam, it did succeed in strengthening the anti-war movement in the United States. Anti-war protests increased and became much more visible and debate over the war became a major issue in the Democratic primaries.

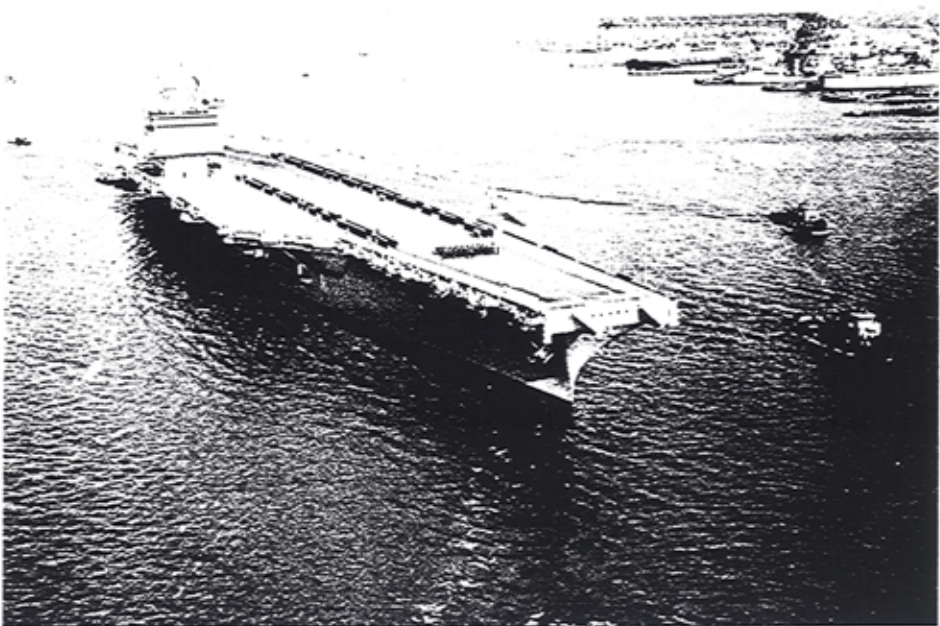
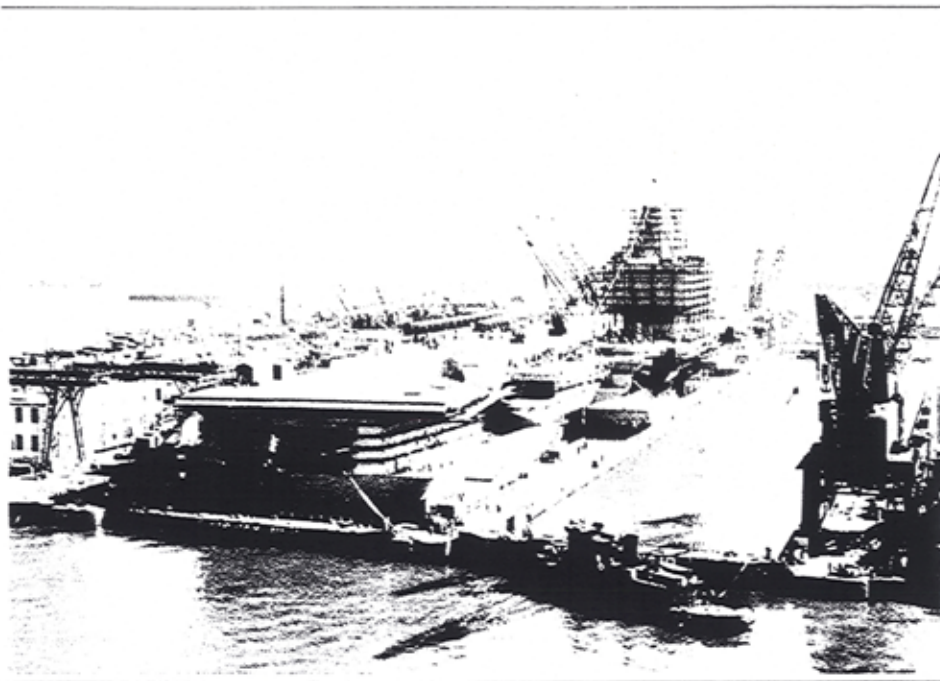
Other tragedies of the year included the assassinations of two important leaders.

On April 4, Dr. Martin Luther King, Jr. was shot in Memphis, Tennessee. An escaped convict, James Earl Ray, pleaded guilty to the killing and was sentenced to 99 years. The shooting, however, set off a wave of riots in 125 cities in 29 states from April 4-11.

Senator Robert F. Kennedy, while campaigning for the Democratic nomination in California, was shot in the Hotel Ambassador, Los Angeles, on June 5. He died the next day from a gunshot wound inflicted by a Jordanian, Sirhan Bishara Sirhan.

Enterprise returned to homeport July 18, and departed nine days later for a minor overhaul at the Puget Sound Naval Shipyard in Washington. The ship departed Bremerton on September 20.

1969 On January 6, *Enterprise* left Alameda en route to Hawaii. The Big "E" arrived Pearl Harbor on January 11, and started preparations for an Operational Readiness Inspec-



tion. Three days later tragedy struck when a Zuni rocket accidentally exploded on the flight deck. The ensuing fire and explosions killed 28 men, destroyed 15 aircraft and left horrendous holes in the flight deck.

Enterprise returned to Pearl Harbor to begin extensive repairs. It was ready for sea again in less than two months and on March 11, it departed for its fourth Vietnam tour at Yankee Station in the Gulf of Tonkin.

Richard Nixon was now the 37th President of the United States. In March he authorized intensive bombing raids over Cambodia. That same month, U.S. troop strength in South Vietnam reached a peak at 541,500. In

June, however, the President announced the first U.S. troop withdrawal to begin in August.

On April 16, North Korea shot down a Navy EC-121 reconnaissance aircraft and *Enterprise* was once again ordered to the Sea of Japan. The Big "E" became the flagship of the recreated Task Force 71 and was joined by three other carriers, becoming the largest task force assembled in 25 years.

On July 20, Neil A. Armstrong became the first man to set foot on the moon. Armstrong was commander of the Apollo 11 mission.

Enterprise returned to Alameda in July and departed soon again for its birthplace, New-



port News Shipbuilding and Drydock Company.

1970 *Enterprise* remained at the shipyard for overhaul and refueling the entire year.

While in the yards, a federal jury found the "Chicago Seven" innocent of conspiracy to incite riots during the 1968 Democratic Convention (Feb. 18); U.S. and South Vietnamese forces crossed the Cambodian border to strike enemy strongholds (Apr. 30); and four students were killed by National Guardsmen at Kent State University (May 4).

1971 *Enterprise* completed its sea trials in January and departed the Norfolk area en route to its homeport, Alameda. The same month, Charles Manson and three of his followers were convicted of first-degree murder in the 1969 slaying of Sharon Tate and six others.

In March, a Constitutional Amendment was approved by the House and Senate to lower the voting age to 18; and Lt. William L. Calley, Jr. was convicted by court-martial of premeditated murder of 22 South Vietnamese at My Lai, South Vietnam on March 16, 1968.

In June, *Enterprise* arrived at Subic Bay on its fifth WESTPAC. Later that month it was on station in the Gulf of Tonkin.

After a six-day port visit to Singapore in September, *Enterprise* and *Bainbridge* tran-

sited into the Indian Ocean and conducted extensive training operations.

In October the Big "E" visited Subic Bay and returned to the Gulf of Tonkin.

On December 10, *Enterprise* was ordered to proceed to the Malacca Straits to await further orders. There, it was joined by several destroyers and an LHA, forming Contingency Force, Seventh Fleet. Soon after forming up, the ships proceeded into the Indian Ocean as a result of the Indo-Pakistan War which began a few days earlier.

1972 On February 12, *Enterprise* returned to Alameda ending an eight month deployment.

Nine days later, President Nixon made an

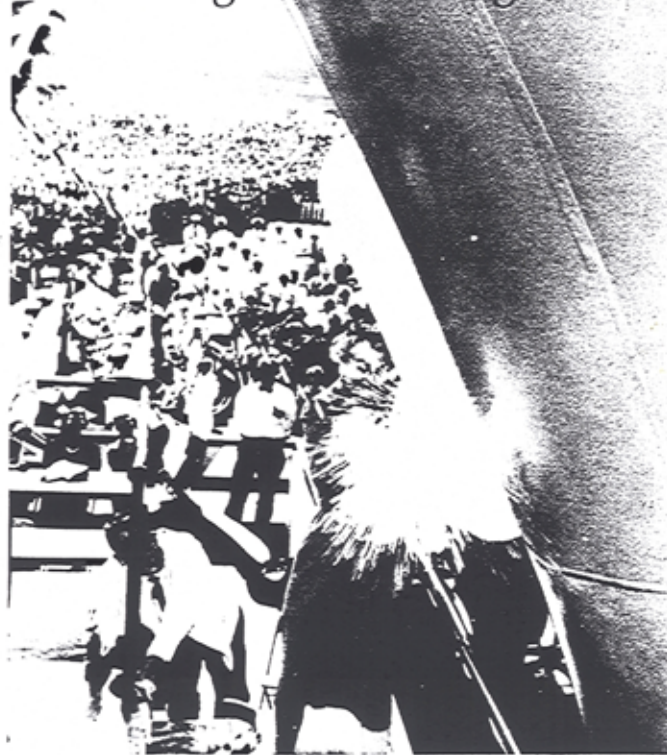
unprecedented visit to China, called the "journey of peace." Nixon also became the first U.S. president to visit Moscow. The President arrived on May 22, and after a week of meetings with Kremlin leaders, returned to Washington with a strategic arms pact.

Enterprise departed Alameda on September 12, for its sixth combat deployment to Southeast Asia.

1973 On station in the Gulf of Tonkin, *Enterprise* and the world received news that a peace accord was signed in Paris on January 27, thus ending U.S. involvement in the Vietnam War. North Vietnam released 590 POWs and on March 29, the last U.S. troops

When Mrs. William B. Franke, wife of the former Secretary of the Navy, christened the Enterprise on September 24, 1961, she brought in a new era of sea power. As our nation's first nuclear-powered super carrier, Enterprise has set and continues to set the standard of "power in motion."

Making of a Thoroughbred



When Congress authorized construction of *Enterprise* — the world's first nuclear-powered super carrier — it was 1954. The concept was bold and went far beyond anything ever tried before. Even the technology to be used was new, and in many cases, untried.

The giant ship was to be powered by eight nuclear reactors, two for each of its four propeller shafts. This was a daring undertaking, for never before had two nuclear reactors ever been harnessed together. As such, when the engineers first started planning the ship's propulsion system, they were uncertain how it would work, or even if it would work according to their theories.

Under the direction of the Atomic Energy Commission, Westinghouse Electric Corporation and Newport News Shipbuilding Company were contracted to build a prototype of the ship's propulsion plant at the Atomic Energy Commission's Naval Reactor Testing Station near Idaho Falls, Idaho.

Newport News was responsible for building an exact replica of a portion of the ship's hull, while at the same time, Westinghouse was designing and constructing the reactors. Engineers of both companies worked in concert ensuring each understood the requirements of the other.

In June, 1958 the keel section of the prototype was laid and in October, 1958 one reactor of the propulsion plant was tested. The second reactor was installed less than a year later and both were tested simultaneously — they worked perfectly.

While construction and testing were taking place in Idaho, the Navy awarded construction of *Enterprise* to Newport News Shipbuilding Company. On February 4, 1958 the Big "E's" keel was laid.

During the construction, the shipyard faced several challenges and problems. The first of which was the construction of a special dry dock, an engineering feat in itself, to house the 90,000-ton super carrier. Aircraft elevators were another problem — their massive size turned out to be bigger than the doors to the building they were constructed in. The elevators had to be cut in half and reconstructed at the dry dock. Other problems involved moving large sub-assemblies, some of which weighed more than 100-tons, from their building sheds to the dry dock. Structures for each of the ship's 3,612 compartments were built off the ship.

Materials used by the shipyard included 60,923 tons of steel; 1,507 tons of aluminum; 230 miles of pipe and tubing; and 1,700 tons of one-quarter-inch welding rods. The materials were sup-

plied from more than 800 companies. Nine hundred shipyard engineers and designers created the ship on paper and if the millions of blueprints they created were laid end-to-end, they would stretch 2,400 miles, or from Miami to Los Angeles.

Three years and nine months after the keel was laid, *Enterprise* left the shipyard for six days of Builder's and Navy Pre-Acceptance trials. The new super carrier's performance during the trials surpassed the Navy's most optimistic expectations.

Enterprise broke all previous records for a heavy naval vessel when it exceeded 40 miles-per-hour during initial trials. Its escort during the trials, the destroyer *Laffey*, sent this message, "Subject: Speed Trials. 1. You win the race. 2. Our wet hats are off to a real thoroughbred." When the Big "E" returned to port, the Chief of Naval Operations, Admiral George W. Anderson, Jr., stated enthusiastically, "I think we've hit the jackpot."

On November 25, 1961 years of planning and work by thousands of people culminated in the commissioning of *USS Enterprise* (CVN 65). During the ceremony, the Honorable John B. Connally, Jr., Secretary of the Navy stated, "... she will reign a long, long time as queen of the seas."



returned home.

Also in March, *Enterprise* earned its second "Battle E." On July 30, *Enterprise* sailed from Alameda for the Bremerton Naval Shipyard for a six month overhaul.

With the war in Vietnam over, the major news story of the year was Watergate. On January 11, 15 and 30, seven defendants of the Watergate break-in pleaded guilty and were convicted. On April 30, Nixon aides H.R. Haldeman, John D. Ehrlichman, John Dean and Attorney General Richard Kleindienst resigned.

Testifying before a Senate hearing on June 25, John Dean said Nixon, his staff, campaign aides and the Justice Department all conspired to cover-up the facts. On July 23, Nixon refused to turn over White House taped conversations, but some tapes were handed over on November 26. Vice President Spiro Agnew resigned office on October 10, pleading "no contest" to tax evasion charges.

1974 *Enterprise* returned to Alameda in early February. In August, the Big "E" won its third "Battle E" and on September 17, left for its seventh WESTPAC.

Impeachment hearings against President Nixon were opened on May 9, by the House Judiciary Committee. In televised hearings July 24-30, the Judiciary Committee recommended three articles of impeachment against Nixon.

On August 9, Gerald R. Ford was sworn in as the 38th President of the United States after Nixon resigned office. Nixon received an "unconditional pardon" from President Ford for crimes that he "committed or may have committed" while President of the United States.

1975 New Years found *Enterprise* in Subic Bay where it also had spent Christmas. It left Subic on January 7, to begin another excursion into the Indian Ocean.

Following a 40-day Indian Ocean cruise, *Enterprise* was called upon to help in the evacuation of Siagon. During Operation Frequent Wind, aircraft from the Big "E" flew 95 sorties. *Enterprise* returned to Alameda on May 20.

On May 12, the U.S. merchant ship *Mayaguez* and its crew of 39 were captured in the Gulf of Siam by Cambodian forces. On orders from President Ford, U.S. Marines attacked Tang Island. The *Mayaguez* and its crew were released, but 15 marines were killed in battle and another 23 were killed in a helicopter crash.

1976 The United States celebrated its 200th birthday on July 4. One of the highlights of the celebration was New York City's "Operation Sail" where tall ships from around the world passed in review to an audience of six million people.

That same month, July 30, *Enterprise* departed on its eighth WESTPAC. Highlighting this deployment was the Big "E's" participation in Operation Kangaroo, a joint exercise with the Australian and New Zealand navies. Following the exercise, the ship visited Hobart, Tasmania October 29 through November 5.

1977 On January 15, *Enterprise* departed Subic Bay for the first all-nuclear-powered excursion into the Indian Ocean since 1964. The ship was joined by the guided missile

cruisers *Long Beach* and *Truxton* and the submarine *Tautog*. The long deployment ended March 28, when *Enterprise* returned to Alameda.

On January 20, Jimmy Carter was sworn in as the 39th President of the United States and on January 27, he pardoned more than 10,000 Vietnam War draft evaders.

1978 Senator Hubert H. Humphrey, 66, died January 13, after losing a battle to cancer. He had accumulated 32 years of service to the nation, including four years as Vice President.

On April 18, the Senate voted to turn control of the Panama Canal over to Panama.

Two weeks before that, on April 4, *Enterprise* departed for its ninth Western Pacific Deployment. Soon after leaving port, the Big "E" participated in RIMPAC-78, a four-nation exercise involving 42 ships, 225 aircraft and nearly 22,000 men from the United States, Canada, Australia and New Zealand.

After visiting the Philippines in May, *En-*

terprise rescued 13 Vietnamese refugees from a sinking sampan about 90 miles west of Luzon, R.P.

During the deployment, *Enterprise* also made a 33-day excursion into the Indian Ocean, making a port visit to Perth in August. After leaving Perth, August 12, the ship participated with *HMAS Stuart* and the Royal Australian Air Force in a two-day exercise, Beacon South. After Beacon South, the Big "E" proceeded to Singapore to participate in exercise Merlin VI.

On its way home, *Enterprise* stopped off at Hong Kong and Subic Bay, evading a large storm in the South China Sea. On October 12, the ship made a brief stop at Pearl Harbor to pick up 200 Tigers (fathers, brothers or sons of crewmembers) for the last week of the deployment.

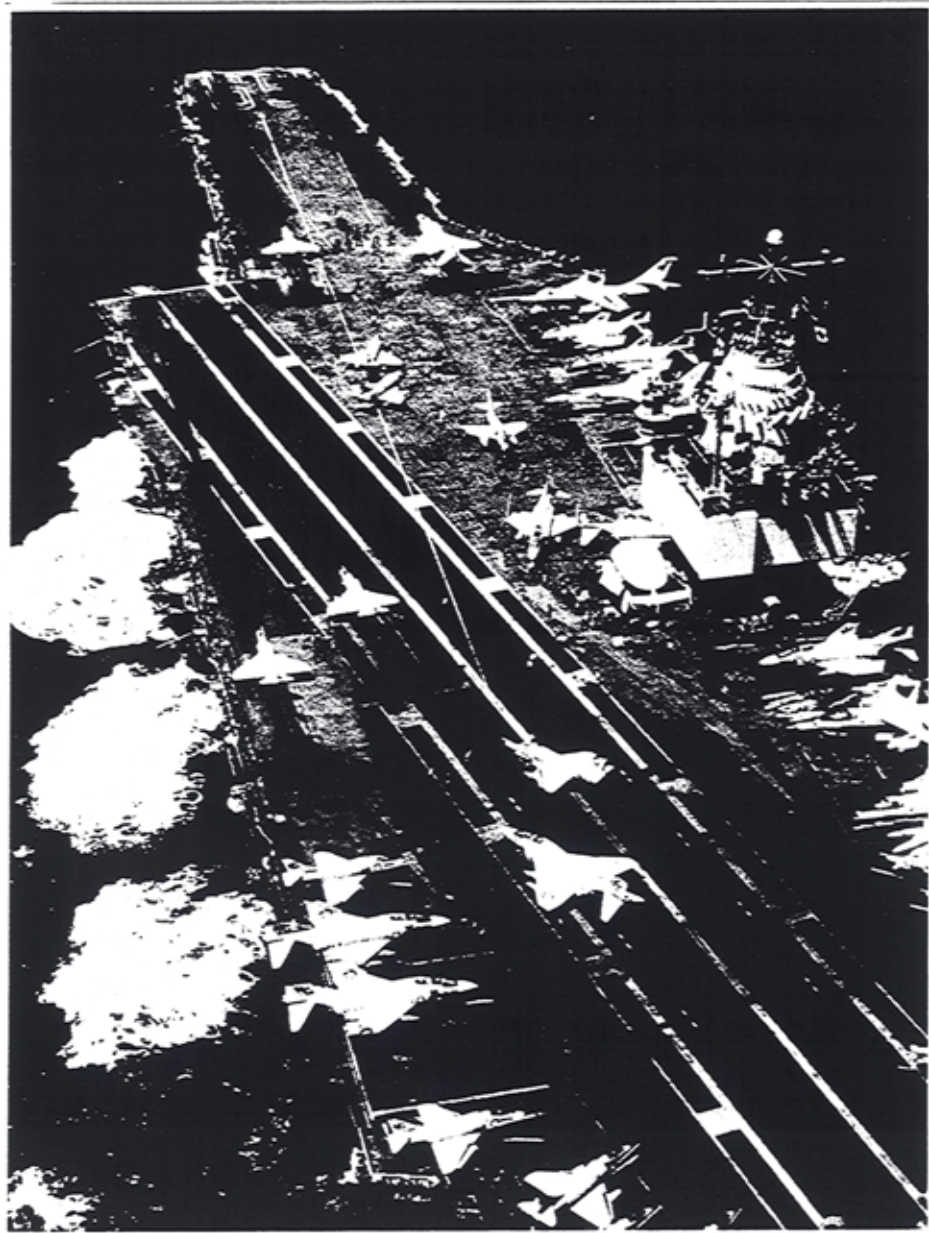
1979 *Enterprise* set sail again January 9, but this time for Bremerton, Washington. For the next 30 months the ship underwent a comprehensive overhaul at the Puget Sound Na-

val Shipyard, its first since being commissioned. The unique feature of the two-day transit to Bremerton was the 500 families who were also embarked.

While the nation's first nuclear-powered carrier was beginning its overhaul, nuclear power became headline news across the nation. On March 28, Three Mile Island nuclear power plant near Middletown, Pennsylvania had a major accident resulting in radioactive gases escaping into the environment.

Another major headline of the year was Iran taking 63 American hostages from the American Embassy in Tehran on November 3. The captors were militant student followers of the Ayatollah Khomeini.

1980 On January 4, President Carter announced a series of "punitive measures against the USSR" as a reprisal for the Soviet's invasion of Afghanistan. These measures included an embargo on the sale of grain and high technology. In addition, at the request of the President, the U.S. Olympic





"The guys fighting that fire had more guts than anything I have ever seen. Bombs were going off and they still kept pushing those damn hoses in front of themselves and dragging guys out."

Committee voted, April 12, to embargo the Summer Olympics held in Moscow.

Two weeks later, on April 24, eight Americans were killed and five wounded in an ill-fated attempt to rescue the American hostages held in Iran.

Mt. St. Helens erupted on a calm Sunday morning, May 18, in a violent blast estimated to be 500 times more powerful than the atomic bomb dropped on Hiroshima.

On December 8, the music world and nation was shocked when John Lennon was shot and killed outside his apartment building in New York.

1981 Ronald Reagan was inaugurated as the 40th President of the United States on January 20. That same day, Iran released the American hostages ending 444 days of captivity.

On March 30, the President was shot in the chest by John W. Hinckley, Jr. Reagan had just finished giving a speech at the Washington Hilton and was walking to his limousine when Hinckley attempted the assassination.

Columbia was the nation's first space shuttle launched into orbit when it lifted off at Cape Canaveral on April 12. It completed a successful mission two days later.

Sandra Day O'Connor became the first female U.S. Supreme Court Justice, September 21, when the Senate voted 99-0 for confirmation.

1982 On February 11, the Big "E" departed Puget Sound Naval Shipyard like new. One of the most visible changes was seen on the island structure. The "bee hive" radar dome that made *Enterprise* look distinct, was no longer part of the island.

During the comprehensive overhaul, *Enterprise* undertook the largest habitability self-help program ever attempted by a ship. The crew refurbished every berthing and head facility. This included installing 5,200 new modular berths, redesigning lounges, putting in new lockers and improving the lighting and ventilation.

On September 1, *Enterprise* departed Alameda for its 10th Western Pacific deployment. During the cruise, the Big "E" conducted exercises in the Sea of Japan and twice operated in the Northwest Pacific.

Other events of the year included the Equal Rights Amendment being defeated after a 10-year struggle for ratification; the U.S. hit the highest unemployment rate since 1940 at 10.8%, with over 11 million people out of work; Leonid Brezhnev, General Secretary of the Soviet Union died November 10, at 75; and Barney Clark, 61, became the first recipient of a permanent artificial heart on December 2.

1983 New Years found *Enterprise* in transit from the Arabian Sea, with special guests on board — the Dallas Cowboy Cheerleaders. On January 20, the Big "E" set anchor in Fremantle, West Australia for a six-day port visit.

In March, *Enterprise* participated in the combined exercise TEAM SPIRIT off the coast of South Korea and in April, *Enterprise* rendezvoused with *Midway* and *Coral Sea* for FLEETEX 83-1 in the Northwest Pacific.

Completing another successful deployment, *Enterprise* returned to Alameda on April 28.

On September 1, the Soviet Union shot-down a South Korean airliner, killing all 269

passengers and aircrew. The Soviet Union claimed the plane had flown into USSR air space and was on a spying mission.

In Beirut, 241 American Marines and sailors were killed October 23, when a terrorist crashed a TNT-laden truck into the Marine's headquarters and barracks.

Two days later, U.S. Marines and Army Rangers invaded the small island nation of Grenada. The invasion resulted in hundreds of American citizens being evacuated safely and the Marxist regime disposed in just a few days.

1984 *Enterprise* was at sea in its work-ups when President Reagan moved all Marines out of Beirut, February 26, and onto ships off shore after the Lebanese government of President Amin Gemayel started to deteriorate.

Two months later, Reagan became the second U.S. President to visit China, April 26 to May 1.

Enterprise departed on its 11th Western Pacific deployment, May 30. During the deployment, the Big "E" participated in nine exercises, including RIMPAC after leaving port and FLEETEX just before returning to Alameda on December 20.

While *Enterprise* was participating in RIMPAC, former Vice President Walter Mondale claimed the Democratic presidential nomination on June 6, and in a historic move, selected a female, Geraldine Ferraro, as his running mate.

1985 *Enterprise* remained in port until May, undergoing an ambitious and highly successful Ship's Restricted Availability (SRA) period.

In the meantime, Konstantin Chernenko, 73, was the third Soviet leader to die in office



in three years. He died March 10, and was succeeded by 54-year-old Mikhail Gorbachev as the new party secretary.

On May 2, the Big "E" left Alameda for six days to operate in waters off Northern California.

On the East Coast, the day after *Enterprise* got underway, John Walker, his son Michael and brother Arthur were arrested for espionage.

Throughout the year, *Enterprise* went in and out of port conducting training until it was drydocked at Hunters Point for hull repairs.

On June 14, Shiite terrorists hijacked a commercial airliner flying from Athens to Rome. The terrorists released all the hostages except for 40 American men. The extremists then killed one American, U.S. Navyman Michael Stetham, and released the remain 39 after Israel released several hundred Moslem prisoners.

Terrorists struck again when five members of the Palestine Liberation Front seized the Italian cruise ship *Achille Lauro* on October 7. The terrorists murdered Leon Klinghoffer, a 69-year-old wheel-chair stricken American, before escaping into Egypt. However, while the hijackers were fleeing Egypt, Navy F-14s intercepted the airliner they were on and forced it to land in Italy on October 11. Four of the terrorists were arrested and charged with murder.

On December 11, Congress passed the

Flight Deck Inferno, 1969

The day started out like most — sunny, warm and calm. *Enterprise* was 70 miles south of Hawaii going through an Operational Readiness Inspection, similar to REFTRA and ATA. At 8:15 several men started working their way to their general quarters station for an anticipated drill. What they did not anticipate was that in five minutes they would be involved in the real thing — fighting for their lives and the ship's survival.

At 8:19, Tuesday, January 14, 1969 the ship's 1MC (main intercom system) called away, "Fire. Fire. Fire on the flight deck! This is not a drill! This is not a drill!"

The initial explosion and fire was caused by hot air exhaust from a starter jet cart which overheated a Zuni air-to-ground rocket attached to an F-4 Phantom.

The aircraft on the flight deck were being readied to launch for a bombing exercise on Kahoolawe. As such, most of the aircraft were loaded down with ordnance.

When the first explosion occurred, *Enterprise* was into a port turn in preparation for launch. Captain Kent L. Lee, commanding officer, immediately ordered the turn be continued. This maneuver kept an 18-knot wind blowing the flames aft, away from aircraft

and the island.

Chief Warrant Officer Jim Helton was one of the men working topside when the rocket exploded. "I was walking aft on the flight deck," he said. "Suddenly, a fire ball went off in front of me."

Helton and several others immediately retrieved fire hoses and helped rescue injured men from the spreading fire.

A series of eight explosions shook the ship between 8:22 and 8:38. Helton and the others fighting the fire were knocked to the deck several times, yet got back to their feet to battle the blaze.

One sailor who worked in the island wrote home, "The guys fighting that fire had more guts than anything I have ever seen. Bombs were going off and they still kept pushing those damn hoses in front of themselves and dragging guys out."

Below the flight deck the fire ravaged several compartments. One crewmember described the unbelievable damage:

"Some of the things back there were unreal. It's hard to believe what fire can do. The bulkheads melted, ran onto the decks which in turn melted and fell into the berthing spaces below."

"It's amazing, we didn't lose more guys than we did..."

The explosions and fire killed 27 and injured 85. Eighteen months earlier, a fire almost exactly the same aboard *USS Forrestal*, claimed 132 lives.

The relatively low casualty rate was credited to the skill of *Enterprise's* firefighters and damage control teams. As one commander stated, "They told me we had a good firefighting crew, but I didn't know they were that good."

After the fires were out and the smoke subsided, the two-inch steel flight deck had three major holes blown into it, as well as several minor ones. There was a 26-foot hole in elevator four, a 20-foot hole near the landing signal officer's platform, and on the starboard side, across from elevator four, was a 25-foot hole.

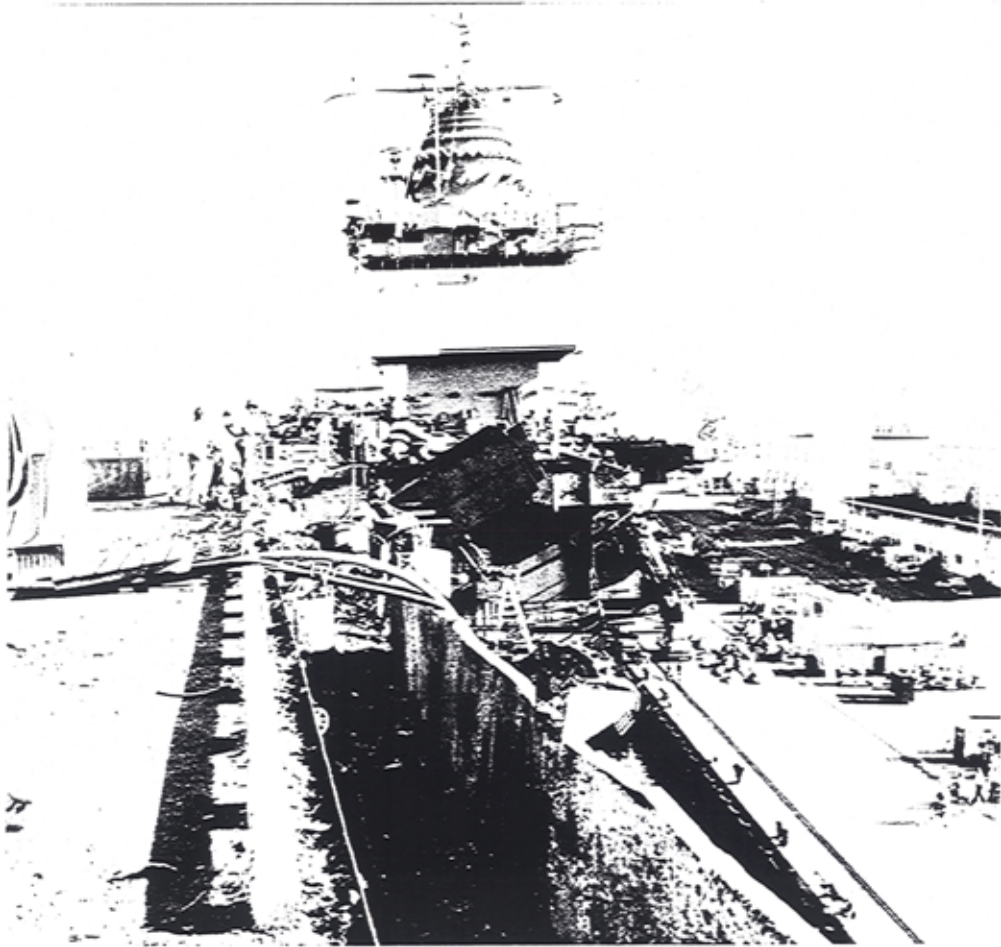
Eight hours after the holocaust started, *Enterprise* returned to Pearl Harbor under its own power — its eight reactors intact and undamaged.

At the Pearl Harbor Naval Shipyard were a host of yard workers waiting to board the Big "E" to start repairs. Over 650 people, working around the clock, restored charred bulkheads, replaced mangled steel, sorted through the spaghetti of power cables and rehabilitated ventilation systems below the flight deck.

Prefabricated sections of the flight deck, weighing up to 21,000 pounds, were airlifted to Hawaii as well as 20 special steel welders.

Enterprise crewmembers worked alongside the yard force helping with repairs, installing gear and cleaning spaces.

On March 5, *Enterprise* was operational again and after five days of sea trials, it departed for Yankee Station, its fourth Vietnam tour.



Gramm-Rudman-Hollings bill as a last-ditch effort to cut the burgeoning federal deficit.

1986 On January 12, *Enterprise* departed Alameda for its 12th major deployment. It reached Pearl Harbor, its first port call, on January 29.

But the day before it arrived, the nation and world were stunned when the space shuttle Challenger exploded after take-off, killing six astronauts and a New Hampshire school teacher, Christa McAuliffe.

In February, two heads of state left their countries in exile. In Haiti, Jean-Claude Duvalier ended 28-years of family dictatorship when he fled to France. In the Philippines, Ferdinand Marcos finished his 20-year rule when he fled to Hawaii.

During this political turmoil, *Enterprise* was in the Philippines, from February 17-24. It then sailed to Singapore where it set anchor, March 2, for a four day port visit.

On April 5, terrorists bombed a West German disco popular with American servicemen, killing two. The terrorists were soon linked to Libya and nine days later, U.S. Navy and Air Force warplanes struck targets

in Tripoli and Benghazi, Libya.

On April 9, Vice President and Mrs. George Bush visited *Enterprise* while it was operating in the North Arabian Sea. The Vice President reenlisted 24 crewmembers, had lunch with the crew and held a special question and answer session with *Enterprise* crewmembers.

A Soviet city in the Ukraine became a household name as a result of a major nuclear accident. The nuclear power plant in Chernobyl suffered a "melt down" on April 28, causing 23 deaths and the evacuation of 40,000 people.

The next day, another historic event occurred in the life of the *Enterprise* when it became the first nuclear-powered aircraft carrier to transit the Suez Canal. The ship remained in the Mediterranean over six weeks.

The Big "E" returned from its seven month deployment on August 13. Other ports it visited were Naples, May 8-16; Toulon, France, May 30 to June 9; and Perth, Australia, July 18-22.

In November, the Reagan administration began facing its greatest crisis when news of the government selling spare parts to Iran

were reported on November 3.

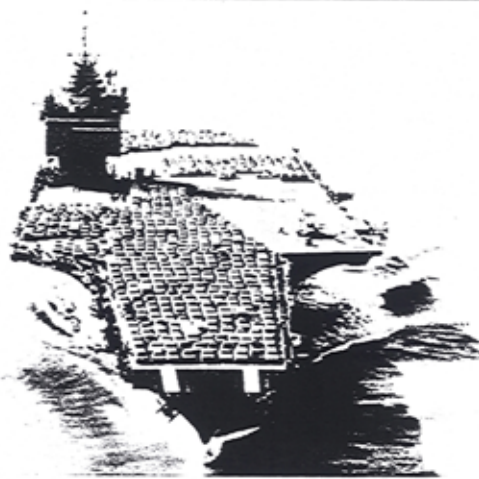
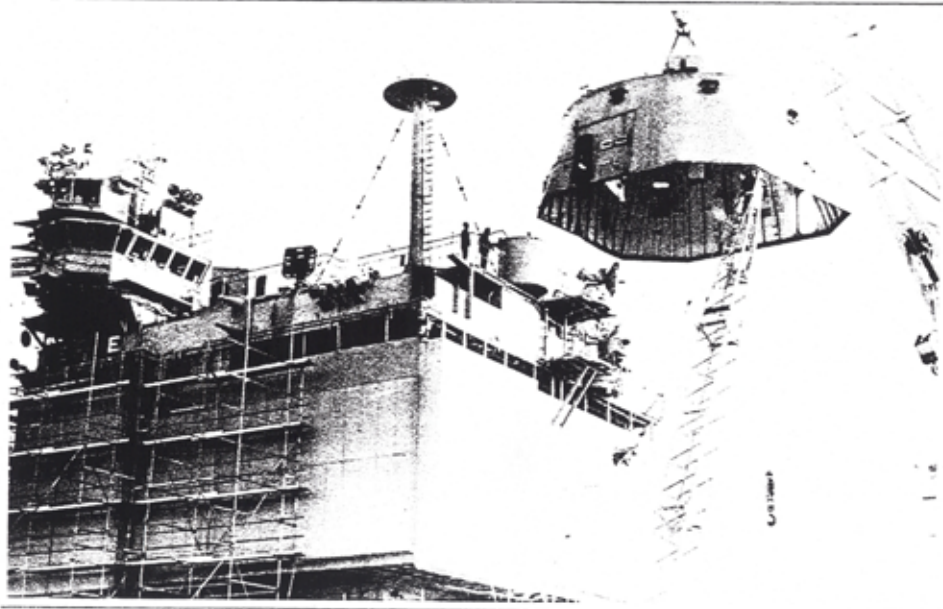
1987 In the Soviet Union, January started a new era of reform and openness for the communist country. Mikhail Gorbachev proposed new economic and social reforms on January 27, giving birth to "glasnost."

The USS *Stark* was struck by two missiles in the Persian Gulf on May 27. The missiles, fired by an Iraqi warplane, killed 37 sailors.

October 19, became known as "Black Tuesday" on Wall Street as the stock market fell a record 508 points, the worst decline since the stock market crash in 1929.

1988 When *Enterprise* departed for its 13th major overseas deployment on January 5, another page in the history books would be written.

Less than three weeks after the ship left Alameda, it was involved in a dramatic rescue at sea. Over a thousand miles from land in the Western Pacific, *Enterprise* answered a distress call from a Japanese fishing boat on January 21. Four days earlier, one of the crewmen was in an accident that resulted in a severe compound fracture and ruptured spleen. Sachio Sasaki, the injured fisherman,

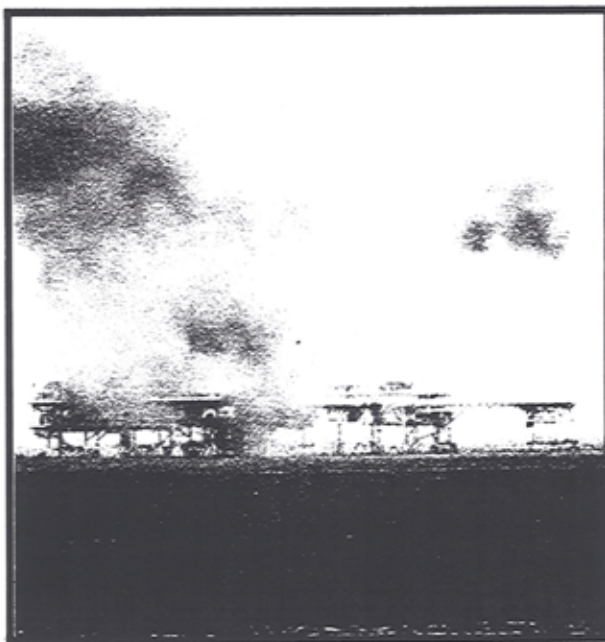


was literally fighting for his life when he was brought aboard. In *Enterprise's* Emergency Room, the medical team worked all night to save the man's life. In just a few days, the man was all smiles, wearing a Big "E" ball cap, when he was transferred to Manila.

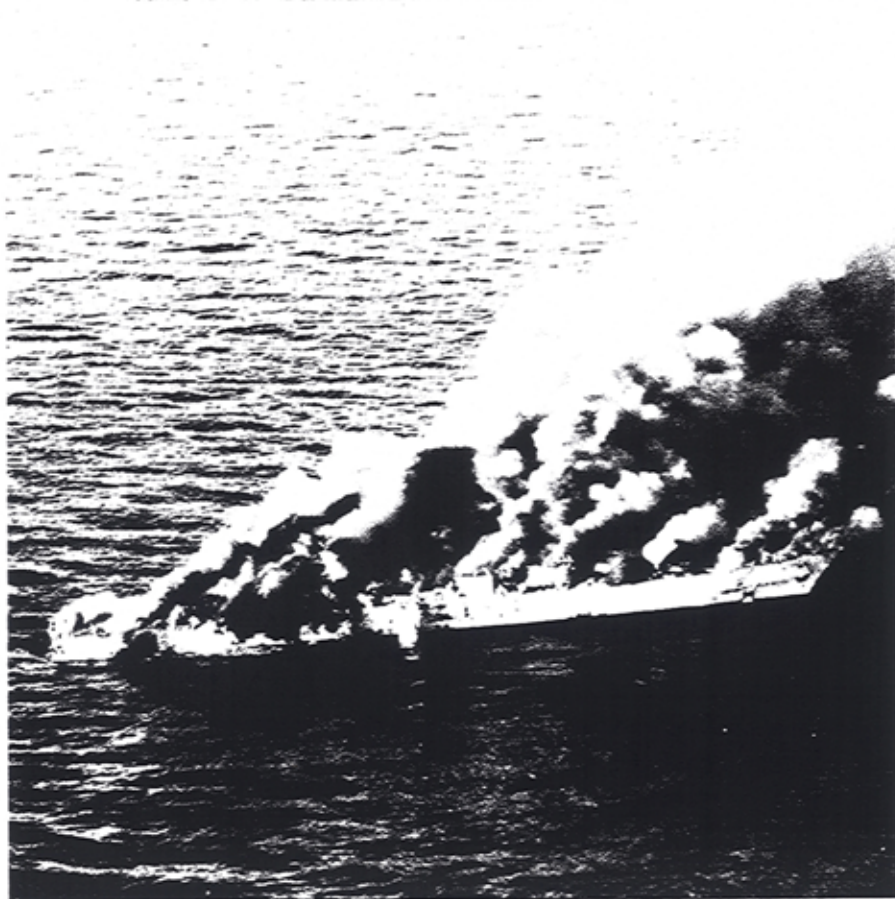
Enterprise visited Subic Bay, February 1-5. After leaving Subic, the Big "E" proceeded to the North Arabian Sea.

On April 14, the *USS Samuel B. Roberts* struck a mine in the Persian Gulf. Soon after, it was determined that Iran had laid the mine and *Enterprise* was called upon to participate in a retaliatory response, "Operation Praying Mantis," on April 18.

Enterprise returned home on July 22.



Operation Praying Mantis



It has been called "the largest U.S. naval battle since the Korean War."

On April 18, 1988 *Enterprise* was called upon to participate in "Operation Praying Mantis," a retaliatory response against Iran. A few days earlier, Iran had laid mines in the Persian Gulf and on April 14, the *USS Samuel B. Roberts* (FFG 58) struck one of the mines causing severe damage to the ship and injuring 10 men.

Operation Praying Mantis involved the destruction of two Iranian offshore oil platforms by naval gunfire. *Enterprise* and CVW-11 were called upon to provide air cover for the operation.

The oil platforms, which were used by Iran to direct gun boat attacks in the gulf, were knocked out as planned. But during the operation, *USS Wainwright* and *USS Simson* were attacked by an Iranian Kaman PTG (fast patrol missile boat). The sea battle was on and *Wainwright* sunk the PTG.

Shortly thereafter, at 3:21 p.m., *Enterprise* aircraft engaged three boghammers, sinking one and disabling another.

One hour later a Green Lizard A-6E, escorted by an F-14 from the Blacklions, located an Iranian Frigate, the *Sahand*. The *Sahand* shot an SA7 missile and antiaircraft fire at the aircraft. The *Sahand* was subsequently sunk.

At 5:40 p.m., another Iranian frigate, the *Sabalan*, fired at one of our aircraft and the ship was immediately attacked. The A-6 placed a laser guided bomb directly amidship. The FFG was left dead in the water, and down at the stern. It was later seen being towed towards Bandar Abbas with a five foot hole in the center of the ship, one and a half feet above the waterline.

By the end of the day, Iran naval forces were suffering from a decisive defeat in which they lost two gun boats, a PTG and an FFG, with another severely damaged. U.S. forces suffered no loss of equipment or men.

HISTORY OF USS ENTERPRISE (CV6)

Under an act approved by the Congress of the United States on 16 June 1933, President Franklin D. Roosevelt authorized the sum of \$238,000,000 for the construction of Naval Vessels. On 3 August, the Navy Department awarded a contract to the Newport News Virginia Shipbuilding and Drydock Company for the building of two aircraft carriers. The keel for the first was laid on 21 May 1934. This ship, the USS YORKTOWN (CV5) was launched on 4 April 1936, and commissioned on 30 September 1937. The keel of the second, the USS ENTERPRISE (CV6), sister ship of the YORKTOWN, was laid on 16 July 1934, and the ship was launched on 3 October 1936.

The ENTERPRISE was christened by Mrs. Claude Swanson, wife of the Secretary of the Navy. As the ship slipped from the ways into the water, a line from OTHELLO was quoted that was to gain increasing significance in future years: "May she also say with just pride: I have done the State some service."

The ENTERPRISE was named after six other United States Naval vessels that had attained fame. The first was a sloop (1775-1776), which had been captured from the British and which had fought successfully at Lake Champlain in 1776 under General Benedict Arnold. The second (1777) was an armed schooner which had convoyed transports in Chesapeake Bay in the same war. The third (1799 - 1823) was the most famous of the group, and was commanded by such illustrious naval figures as Stephen Decatur, David Porter, and Isaac Hull. She was a twelve-gun schooner that had a brilliant career in the war with France, against the Barbary pirates, and in the War of 1812. She acquired the sobriquet "Lucky Little Enterprise", and it was said of her that she "Never met with a reverse, nor a serious mishap; never failed to capture any antagonist with whom she joined issue in battle, and when forced to escape from absolutely overwhelming odds, was able to out-distance her pursuers, in one case only, after a chase of 70 hours."

The fourth ENTERPRISE (1831 - 1844) was a ten-gun schooner which had engaged in suppressing the West African slave trade. The fifth of the name (1879 - 1909) was a steam corvette with auxiliary sailpower which did duty with the European squadron until 1891 and was then converted into a training ship. The sixth ship (1917 - 1919) was originally a private yacht and saw service as a patrol vessel during World War I.

The ENTERPRISE (CV6), except for her name, was in marked contrast to her predecessors. The Aircraft Carrier had a displacement of almost 20,000 tons, a length of 325 feet, and maximum breadth of 109 feet. She had been built at an approximate cost of \$19,000,000. Her complement on being commissioned was 82 officers and 1447 enlisted men, exclusive of her Air Group of four Squadrons.

The ENTERPRISE was commissioned on 12 May 1938 at Newport News and completed on 16 July 1938. Shortly thereafter, under the command of Captain N.H. White Jr., USN, she made her shakedown cruise to Rio de Janeiro, Brazil. Returning to Norfolk, Virginia, she received orders to engage in winter maneuvers with the fleet in the Caribbean Sea. Capt. C.A. Pownall, USN, relieved Capt. White in command on 21 December 1938.

Several months later, the Marshall Islands were chosen as the scene of the first American offensive operations in the Pacific. These islands were the closest to the Japanese-held islands to the Hawaiians, and had been used as a springboard by the Japanese in their attack on Wake Island. The ENTERPRISE and her sister-ship, USS YORKTOWN, constituted the carrier striking power in the force that engaged in these operations. On 1 February 1942, the ENTERPRISE aircraft attacked Kwajalein, Roi, and Wotje in the Kwajalein Atoll and Taros in the Maloelap Atoll, while the YORKTOWN struck at Jaluit and Mille in the Marshalls and Makin in the Gilberts. ENTERPRISE'S Air Group 6 accounted for 8 enemy ships sunk, 4 damaged, and 36 enemy planes shot down. The ship returned to Pearl Harbor on 5 February.

On 8 April 1942 ENTERPRISE was underway from Pearl Harbor in Task Force 16, and five days later rendezvoused with USS HORNET in company with Task Force 18 in the vicinity of Midway to effect the first American offensive against the Japanese homeland. On the flight deck of HORNET were sixteen United States Army B-25 Mitchell bombers, with Army crews, under the command of Lt. Col. James H. Doolittle. These twin-engined aircraft, brought from the Pacific coast, were to take off from the deck of the HORNET to give Tokyo its first aerial attack of the war.

On 17 April destroyers and tankers in the force fell astern. The task force commander had intended to bring carriers and cruisers to a point 500 miles east of Tokyo before launching the bombers, but early in the morning of 18 April, about 630 miles from Tokyo, the force was sighted by Japanese patrol vessels. These patrol vessels were destroyed by gunfire by vessels in the task force -- the only surface engagement the ENTERPRISE was to witness during the first year of the war, despite the fact that by the end of the year she had accounted for more Japanese shipping tonnage sunk than had been sunk by both sides in the Battle of Jutland. His force thus having been detected by the enemy, the Force Commander launched his aircraft prematurely to attack the Japanese capital rather than bring it deeper into Japanese controlled waters. On 25 April the force arrived at Pearl Harbor.

On 30 April ENTERPRISE was dispatched again with Task Force 16 to race south to support YORKTOWN and LEXINGTON in the battle of the Coral Sea. However, the battle had been concluded before Task Force 16 could arrive at the scene, and on 26 May the force retired to Pearl Harbor. This was the only major engagement in the Pacific War that ENTERPRISE was to miss.

Midway is an atoll of two islands at the northwest tip of the Hawaiian chain, and the Battle of Midway, 4 - 6 June 1942, was the final Japanese attempt to invade the Hawaiian Islands. As flagship of Task Force 16, ENTERPRISE got underway from Pearl Harbor on 28 May, to repel, with Task Force 17, the expected Japanese attack on Midway.

In April 1939, she was ordered out of the Atlantic Ocean to join the Pacific Fleet and passing through the Panama Canal, she proceeded to San Diego, California, for a stay of about five months. On 8 Sept. 1939, the President proclaimed a state of national emergency, and the ENTERPRISE proceeded to Pearl Harbor, Territory of Hawaii. Capt. George D. Murray, USN, assumed command on 21 March 1941 and during the latter months of the same year the ship trained for war operations as part of the Hawaiian Fleet Detachment. One of her principle duties was shuttling planes and squadrons among the Pacific Island bases. On 28 November 1941, as flagship of Task Force 8, the ship left Pearl Harbor; in addition to her own Air Group 6, she carried twelve U.S. Marine Corps fighter aircraft to be delivered to the newly constructed airfields on Wake Island.

On that same day, the Commanding Officer issued Battle Order Number one, whose first sentence read "The ENTERPRISE IS now operating under war conditions." On 2 December 1941, the planes were launched at a point about 175 miles north of Wake to fly to the Island, and the Task Force retired toward Pearl Harbor. The force's original estimated time of arrival was Saturday, 6 December, but heavy weather encountered enroute compelled the task force commander to slacken speed and revise his ETA to 7 December. At dawn, 7 December, the force was some 200 miles from the island of Oahu. In keeping with the decision to send the ship's planes into the airfield near Pearl Harbor before the ship entered port a small group of Dauntless divebombers from Scouting Squadron 6 and Bombing Squadron 6 was launched.

Shortly afterwards one of the pilots of these planes was heard to exclaim over the radio, "Please don't shoot, this is an American Plane." Then another of the pilots radioed to the ship, "Pearl Harbor is being attacked by enemy planes. May be Jap planes." Then followed a message from fleet headquarters, "Pearl Harbor is being attacked by enemy planes. This is no drill."

War had come in earnest that Sunday morning when aircraft of the Japanese Imperial Fleet, without warning or provocation, had attacked units of the Pacific Fleet at Pearl Harbor on United States installations in the Hawaiian Islands. The ENTERPRISE hoisted her battle flag and launched her aircraft to seek out the carriers from which the Japanese planes had taken off. The results of the search proved negative.

On 8 December, the United States formally declared war on Japan. During that day, the ENTERPRISE maneuvered at sea, and then, with fuel running low, slipped into Pearl Harbor. Early the next morning, the ship was back at sea on patrol, guarding against return of the enemy forces, and furnishing anti-submarine air coverage to friendly convoys.

Next, the ship's task force proceeded toward Wake Island to relieve the Marine garrison beleaguered by Japanese forces. Two days later, on 23 December 1941, a message was received that the garrison had fallen, one day before the ENTERPRISE had been due to arrive. The Task Force was directed to retire to reinforce the defenses in the Midway area.

The Commander Task Force informed his force by dispatch that "the successful conclusion of the operations now commencing will be of great value to our country". On 2 June Task Forces 16 and 17 joined and two days later encountered the Japanese armada. U.S. Navy airpower aboard ENTERPRISE, HORNET, and YORKTOWN and based ashore at Midway, and U.S. Marine Corps and U.S. Army airpower also based on Midway, inflicted a telling defeat upon the enemy forces. Japanese casualties amounted to four carriers, two cruisers, three destroyers, one (or more) transport, and an estimated 275 aircraft. Commander Air Group 6, aboard ENTERPRISE, during the action made what Commander in Chief, Pacific Fleet later termed one of the great decisions of the war when he took his planes out beyond a safe fuel limit in search of the Japanese fleet. He found the enemy force just as its carriers were about to launch an all out attack against Midway and the U.S. task force. These Japanese planes never left the deck of their carriers. The ENTERPRISE aircraft sent two carriers to the bottom, damaged four more ships, and destroyed nine Japanese planes in the air. On 13 June ENTERPRISE arrived back in Pearl Harbor. The American victory in this action wrested the initiative from the Japanese and eventually proved one of the decisive events in the entire war.

During August 1942 occurred the United States invasion of the Solomons Islands at Guadalcanal, and in the ensuing months the defeat of the Japanese efforts to retake the Solomons. ENTERPRISE played a prominent role in these operations.

In July Task Force 16 left Pearl Harbor to rendezvous later in the month with the forces designated to capture the islands Guadalcanal and Tulagi. On 29 July, ENTERPRISE was transferred to Task Unit 61.13 and from 7 - 9 August she participated in the occupation of Guadalcanal, shooting down 13 enemy aircraft.

Later in the same month, on 24 August, ENTERPRISE engaged in the Battle of the Stewart Islands, in which United States forces repelled a strong Japanese striking force which had approached the southeastern group of the Solomons from the northeastward. In this engagement, ENTERPRISE underwent one of the most furious air attacks in history. Although damaged by three Japanese aerial bombs and attacked by an estimated 50 enemy planes, the ship pulled through to tell of shooting down 44 enemy planes (of which 15 were shot down by anti-aircraft fire), sinking one ship and damaging another. The first Japanese attempt to drive the American forces from Guadalcanal had failed. On 1 September Commander in Chief Pacific Fleet directed Commander Task Force 16, "Deliver Well Done to ENTERPRISE". On 10 September ENTERPRISE arrived at Pearl Harbor for overhaul.

On 16 October, Task Force 16 again departed Pearl Harbor with Air Group 10 aboard ENTERPRISE, to meet the Jap Fleet at Santa Cruz in "the fiercest battle in all naval history". On 25 October contact with the enemy force was established and on 26 October occurred the Battle of the Santa Cruz Islands, the second major Japanese effort to recapture Guadalcanal. Early in the day HORNET was disabled, and the

Japanese turned an estimated 84 planes on ENTERPRISE to deliver what was termed at the time the second greatest sustained air attack in history -- second only to the attack launched by German aircraft against HMS ILLUSTRIOUS in the Mediterranean Sea. One ENTERPRISE pilot is credited with having single handedly wiped out the first wave of Japanese torpedo planes; his commanding officer described this feat as the "greatest single feat in the history of aerial combat". The ENTERPRISE'S total score was 63 planes destroyed and three ships damaged. The Japanese, by their defeat in this action, were again prevented from reinforcing their Guadalcanal garrison, on 30 October ENTERPRISE arrived in Noumea, New Caledonia, to effect repairs to damage suffered in battle.

On 11 November, the ship was dispatched from Noumea, under orders to halt the "Tokyo Express" heading for Guadalcanal with heavy reinforcements. With No. 1 elevator inoperative, Nos. 2 and 3 operating but spasmodically, ENTERPRISE sailed forth to launch her planes against the Japanese convoy in the Battle of the Solomons Islands, 14 - 15 November. In this battle the Japanese attempted to recapture Guadalcanal with an enormous transport force protected by battleships, cruisers and destroyers. When the battle had been concluded, it was learned that the first great surface engagement of the war was an overwhelming American Victory. All the Japanese transports, with all hands aboard, had been sunk. The Japanese had lost one battleship, several cruisers and destroyers. Guadalcanal had been saved for the third time. In this battle ENTERPRISE accounted for 15 enemy ships sunk, 4 enemy ships damaged, and 17 enemy aircraft destroyed. ENTERPRISE had not been attacked once during the battle. On 16 November ENTERPRISE arrived back in Noumea. From 17 November to 4 December, ENTERPRISE lay at anchor at Noumea, then proceeded to Espiritu Santo, New Hebrides Islands, arriving on 11 December. From 11 December 1942 to 5 January 1943, the ship remained in the New Hebrides area, basing her Air Group temporarily ashore at Espiritu Santo during those periods in which she was lying at anchor in Segundo Channel. On 15 January the ship departed from Espiritu Santo, arriving in Nomeau on 16 January.

On 28 January 1943 Task Force 16 was again underway. During the night of 29 - 30 January Task Force 18 had been attacked by enemy aircraft south of Guadalcanal. The cruiser USS CHICAGO had been damaged in this attack and had been taken under tow by LOUISVILLE. Task Force 16 was directed to search for this force and provided air coverage for it during 30 January. ENTERPRISE, therefore, made rendezvous with the USS CHICAGO. At dusk on the same day ENTERPRISE was attacked by twelve torpedo planes. The raid was repelled successfully, ENTERPRISE'S aircraft shooting down eleven planes. The twelfth escaped momentarily from the ENTERPRISE'S aircraft and dropped a fatal torpedo toward the CHICAGO before ENTERPRISE'S aircraft destroyed it.

The ship then continued to operate as the flagship for Commander Task Force 16 under the overall commands of Commander South Pacific. On 15 March the designation of the ENTERPRISE'S force was changed to Task Force 15. Later, the ship was included in Task Group 36.9, and then in Task Force 50. On 8 May 1943 ENTERPRISE arrived back in Pearl Harbor, and the following day Air Group 10 was detached from the ship.

At Pearl Harbor ENTERPRISE was honored as the only carrier to fight through the entire first year of the war. Four United States

and 14 planes shot down. The ship arrived back in Pearl Harbor on 9 December, and one week later was again undersay with Task Force 58 to participate in the landings on the Kwajalein Atoll, in the Marshall Islands Occupation of 29 January to 4 February. During this action, ENTERPRISE accounted for four enemy ships damaged and twelve enemy plans destroyed. On 4 February, the ship proceeded to Majuro Lagoon.

The operations beginning in November 1943 were significant especially in one respect to the ENTERPRISE. In the invasion of the Gilberts, the Japanese had found that their bombers were unable to penetrate the screen of Hellcat fighter planes which the large carrier fleet kept in the air during the daylight hours; therefore, the Japanese adopted night tactics, sending medium bombers, carrying torpedoes, against the task force after dark. No effective countermeasures were immediately available to the fleet, and of necessity the ENTERPRISE developed a new type of carrier warfare -- night fighting. "Bat teams" were formed aboard the ship, three-plane elements composed of one radar-equipped Avenger torpedo plane and two Hellcat fighters. The Avenger was to be directed to within a few miles of an attacking enemy plane by the ship's radar and then was to use its own radar to lead Hellcats to within visual range of the enemy plane. These tactics proved so effective that on the night of 26 November, off Tarawa, the "Bat Teams" destroyed three attacking Japanese aircraft and drove several others away from the task force. From that time on, ENTERPRISE was the leading exponent of night-fighting and was to develop it to a point where carrier operations could be put on a twenty-four hour basis.

On 12 February ENTERPRISE was underway with Task Force 58 to raid Truk on 16 - 17 February. Here her night-flying torpedo planes sparked the success of the first carrier strike on this island by effecting a successful night radar-bombing attack. At Truk the ENTERPRISE sent ten ships to the bottom, damaged 28, and destroyed 75 planes in the air and on the ground. On the return trip, Jaluit Atoll was the target for ENTERPRISE on 20 February, and one enemy ship was damaged. The ship arrived back on Majuro on 21 February.

On 7 March ENTERPRISE was again underway with Task Force 58 to proceed to the South Pacific. On 11 March she arrived in Espiritu Santo. On 15 March this force proceeded to support the occupation of Emirau Island on 20 March. No opposition developed to this occupation, and on 26 March Task Group 58.1 proceeded westward to strike the Palau Islands from 30 March to 1 April. This attack hit Palau, Yap and Woleai. The Japanese fleet was again absent, but ENTERPRISE tallied three ships sunk, 20 damaged, and 29 planes destroyed. On 6 April ENTERPRISE arrived back at Majuro Lagoon.

One week later ENTERPRISE sortied with Task Group 58.3 to support the capture of the Hollandia area on the coast of New Guinea,

20 - 24 April. The ENTERPRISE here accounted for 81 Japanese aircraft destroyed. On 29 - 30 April, the group raided Truk, ENTERPRISE damaged 5 ships and destroyed 23 planes. On 1 June ENTERPRISE returned to Majuro Lagoon.

On 6 June the ship got underway with Task Force 58, and on 11 June she launched her planes against Saipan Island. The Mariana Islands Occupation was to last until 5 July, and the ENTERPRISE'S share in the destruction of the Japanese forces in the area amounted to three ships sunk, two damaged and 39 planes destroyed. Fourteen of their planes were shot down at dusk on 15 June, when the ship repelled a torpedo plane attack. On 19 - 10 June occurred the Battle of the Philippine Sea in which ENTERPRISE damaged three enemy ships and destroyed 32 enemy planes. In addition it was ENTERPRISE'S search planes that located the Japanese fleet when it looked as if it had escaped free. The ship arrived back in Eniwetok on 9 July, and then proceeded to Pearl Harbor.

On 28 August, the ship was underway with Task Force 38 to strike the Volcano and Bonin Islands from 31 August to 3 September, in which time she sank three ships and damaged four. On 5 September the same task force sortied from Saipan to hit Yap and Ulithi on 7 September and to participate in the Occupation of Palau from 6 to 18 September. The force retired to Manus Island in the Admiralty Group for a brief rest before operating west of the Palau Islands to intercept enemy aircraft. On 10 October, the force hit Okinawa Jima in the Nansei Shoto, ENTERPRISE destroying 15 ships and damaging 18, and destroying 14 planes. On 12 - 13 October the force struck at Formosa, ENTERPRISE destroying 4 ships, damaging 13, and destroying 45 aircraft. On 14 October, the force commenced operations against Luzon Island in the Philippines in support of the Occupation of Leyte. This action lasted until 31 October; in these operations ENTERPRISE sank two enemy ships, damaged nine, and destroyed 152 aircraft. During the occupation of Leyte, the Japanese fleet made its bid to crush American sea power in the western Pacific. The Second Battle of the Philippine Sea ensued, 24 - 25 October, in which the ENTERPRISE accounted for three ships sunk, 18 damaged, and four planes destroyed. The Japanese fleet never recovered from the defeat sustained in this engagement. ENTERPRISE had the distinction of being the only carrier in action against all three of the widely scattered Japanese forces in this operation.

On the first morning her planes delivered a severe attack on the Japanese force in the Sulu Sea, damaging two battleships and a heavy cruiser. That afternoon, her bombers blasted the battleship MUSASHI in the Sibuyan Sea. This ship later sank and thus became the first modern battleship with advanced anti-aircraft defenses to be sunk by aircraft alone. The next day, 25 October, ENTERPRISE participated in an all-day battle against a Japanese carrier force, assisting in the sinking of four enemy carriers, two cruisers, and several destroyers, and damaging two more battleships.

On 2 November ENTERPRISE arrived at Ulithi, but again departed on 5 November with Task Force 38 to operate against the Philippines,

11 - 19 November. In these operations ENTERPRISE accounted for six enemy ships sunk, 17 damaged, and 130 Japanese planes. On 22 November ENTERPRISE made a strike on Yap, then retired to Ulithi, and to Pearl Harbor on 6 December.

During the operations from 15 November 1942 until 23 November 1944, the ship had changed her air group four times. From 15 November 1942 until 11 May 1943, Air Group 10 had been attached to the ship, with Bombing Squadron 10, Fighting Squadron 10, Scouting Squadron 10, and Torpedo Squadron 10. From 10 November 1943 until 8 December 1943, Air Group 6 had been aboard, with Bombing Squadron 6, Fighting Squadron 2 and Torpedo Squadron 6. From 16 January 1944 until 15 July 1944, Air Group 10 had been on the ship, composed of Bombing Squadron 10, Fighting Squadron 10, Torpedo Squadron 10 and Night Fighting Squadron 101. From 16 August 1944 until 23 November 1944, Air Group 20 had operated on ENTERPRISE, with Bombing Squadron 20, Fighting Squadron 20, Torpedo Squadron 20, and Night Squadron 20.

On 24 December 1944 ENTERPRISE got underway in Task Unit 12.5.8 and took aboard Night Group 90, which was to operate as the first night air group aboard a large carrier. With this group flying more than 1,000 target sorties from her deck from 23 December 1944 until 31 May 1945. ENTERPRISE was to attain the climax of her achievements in night combat flying and to establish herself as the leader in this type of operations.

On 5 January ENTERPRISE'S unit joined Task Force 38 at sea and on 7 - 8 January struck in support of the landings on Luzon, and on 12 January at French Indo-China coastal targets. On 15 January strikes were made on Pratas Reef, then in the following week on Hong Kong and Canton, Formosa, and Okinawa. On 22 January the ship arrived back in Ulithi Lagoon.

In Gask Group 58 ENTERPRISE struck at Tokyo on 16 - 17 February, and from 19 February until 9 March at Iwo Jima in support of landings on that island. During this operation ENTERPRISE set an all-time record by keeping her planes in the air continuously for 175 hours, from 23 February until 12 March. ENTERPRISE arrives back at Ulithi on 12 March.

Two days later ENTERPRISE sortied with Task Force 58 to strike on 18 - 21 March at Kyushu, the Inland Sea and Shikoku. While covering the retirement of the carrier FRANKLIN, which was severely damaged by a bomb hit, ENTERPRISE beat off an attack by Japanese planes, her aircraft shooting down 26 and the ship's gunners accounting for 7 more. On 19 March, during the strike on the Japanese fleet in the Inland Sea, Night Air Group 90 proved how much damage night-flying carrier planes can do. Five Avengers from the ship conducted missions into the Inland Sea at ranges as great as 350 miles, and there damaged a carrier, a battleship, a destroyer, and three merchant vessels, shot down a Japanese flying-boat, and scored bomb hits on an aircraft factory. On 23 March ENTERPRISE arrived back in Ulithi.

On 5 April 1945 ENTERPRISE departed Ulithi with Task Force 58 and during the period of 7 - 12 April the ship operated in support of the occupation of Okinawa Jima in the Nansei Shoto. On 16 April she arrived back in Ulithi, but sortied again on 3 May to rejoin Task Force 58 three days later for strikes on Amami Gunto and Daito Gunto, from 6 - 11 May. During 11 - 14 May, ENTERPRISE engaged in attacks on Kyushu and Shikoku airfields. On 14 May retired to Ulithi, arriving on 19 May, severely damaged.

The Japanese air forces had commenced their organized Kamikaze suicide attacks at about the time of the invasion of the Philippines. ENTERPRISE had gone unscathed by these tactics for several months; but she had not managed to escape damage completely. On 18 March, as Task Force 58 was attacking targets on Kyushu, a Japanese dive bomber split the ship's defense to drop a bomb on the forward elevator of the carrier. Fortunately, this bomb was a "dud". Two days later, four Kamikaze pilots singled the ship out for destruction, and made their dives toward her. The ship managed to shoot all four planes down, but three of them jarred the ship badly with near misses. During this action, an anti-aircraft shell from a nearby ship in the task force exploded over the deck of the ENTERPRISE, spreading shrapnel and causing serious fires on the deck. As a result of the fires and explosions, it was necessary for ENTERPRISE to retire to Ulithi for temporary repairs.

Back in action again, ENTERPRISE took another damaging hit on 11 April, when four suicide planes attacked the ship. One scored a near hit and left its engine embedded in the port side of the ship. Three crashed so close that they were classified as near misses. One burning Kamikaze plane plummeted over the deck, and exploded in the water alongside the ship, sending its wing up on the flight deck. Another circled the ship crazily before it crashed into the water. All these attacking planes were hit and were in flames as they went down. Again the ship was forced to retire from action to undergo repairs at Ulithi. Her frame was bent, fuel tanks were destroyed, catapults were damaged, and two large diesel generators aft had been blown against the overhead.

In spite of these extensive damages, ENTERPRISE was back in action in three weeks, steaming as flagship of Task Force 58 within 60 miles of Kyushu on 12 - 13 May to join in the systematic pounding of enemy suicide plane bases. On 14 May, the enemy counter-attacked in force, and thirty raids were sent against the task force. An ENTERPRISE fighter plane reported knocking down an enemy plane close by. Three more attacking planes were destroyed before a single enemy plane was sighted maneuvering in cloud cover over the ship. Evading the task force fighter cover, the Zeke (fighter) screamed down toward ENTERPRISE in a suicide plunge. When it appeared certain to those aboard the ship that the plane would overshoot the ship, the pilot flipped the plane over on its back and dived it into the forward part of the flight deck. His bomb exploded under the forward elevator,

sending it flying over four hundred feet into the air. Fourteen men were killed and 34 wounded aboard the ship, and fires immediately broke out in the forward part of the vessel. Damage control parties brought the fires under control within 17 minutes and extinguished them within 30 minutes. The crew returned to the task of continuing the defense of the ship. The force underwent 21 more raids. Nine planes succeeded in getting close enough so that ENTERPRISE could bring her guns to bear on them. On 16 May, ENTERPRISE withdrew from the action and retired again to Ulithi. Then, via Pearl Harbor, she proceeded to Bremerton on 7 June for repairs and drydocking that continued until mid-September. On 15 August, World War II ended with the unconditional surrender of the Japanese Imperial Government.

On 27 August, in recognition of the part that USS ENTERPRISE had played in the defeat of the Japanese war machine, the Secretary of the Navy told a press conference in Washington, D.C., that he would recommend to the Congress that the ship be preserved as a national symbol, along with such others as the CONSTITUTION and the CONSTELLATION, as the "one vessel that most nearly symbolizes the history of the Navy in this war".

The final record of ENTERPRISE in the Pacific was was 911 Japanese planes shot down by the ship's guns and planes, 71 enemy ships sunk by her pilots, another 192 ships damaged or probably sunk, and vast damage to enemy shore installations. The enemy had damaged the ship 16 times with hits and near misses causing structural damage, and had claimed her sunk on six different occasions. Actually the ship had never been inoperative. While accumulating eighteen of a possible 22 combat stars for carriers in the Pacific Area, ENTERPRISE had steamed more than 275,000 miles in pursuit of the foe and had recorded some 54,000 plane landings.

Captain N. H. White, USN, and Captain O. A. Pownall, USN, had been the ship's only Commanding Officers from commissioning until March, 1941. During the war years, the ship was commanded by nine officers:

Captain George D. Murray, USN, 21 March 1941 - 30 June 1942
Captain Arthur C. Davis, USN, 30 June 1942 - 21 October 1942
Captain Osbourne S. Hardison, USN, 21 Oct. 1942 - 7 April 1943.
Captain Carlos William Wieber, USN, 7 April 1943 - 26 April 1943
Captain Samuel P. Ginder, USN, 16 April 1943 - 7 November 1943
Captain Matthias B. Gardner, USN, 7 November 1943 - 10 July 1944.
Captain Thomas J. Hamilton, USN, 10 July 1944 - 29 July 1944
Captain Grover B. H. Hall, USN, 14 December 1944 - 25 Sept. 1945

On 13 September 1945 ENTERPRISE departed Bremerton for Pearl Harbor, via San Francisco, arriving in Pearl on 23 September. On 23 - 24 September Night Carrier Air Group 55, composed of Night Fighter Squadron 55 and Night Torpedo Squadron 55, came aboard the ship. On 25 September, Captain William L. Rees, USN, assumed command and ENTERPRISE departed for a Navy Day celebration in New York on 27 October and for ultimate decommissioning in an East coast port.

On 1 November 1945 President Harry S. Truman recommended that the ENTERPRISE be preserved by approving the following letter written to him by Secretary of the Navy James Forrestal.

"Time has accomplished what the enemy failed to do in four years of desperate and costly effort; the USS ENTERPRISE must be taken out of service because modern planes cannot be flown in combat from her flight deck.

"The ship was the heart of the Fleet when the war was going badly for us. The names of more than a score of battles are in her record of service and she has survived many attacks. She made our first attack on Japanese territory at the Marshalls and Gilberts in February of 1942, she flew the flag of Admiral (then Rear Admiral) Spruance in the Battle of Midway, one of the decisive battles of history, and after the HORNET was lost in the battle of the Santa Cruz Islands the ENTERPRISE was our only carrier in the Pacific. Her crew proudly proclaimed that it was ENTERPRISE against Japan and steamed into the Battle of Guadalcanal. Her squadrons shot down nearly a thousand of the enemy's planes and sank seventy-four of his ships.

"The men who fought her love this ship. It would grieve me to put my name to the document which would consign her to be broken up for scrap.

"I believe, Mr. President, that the ENTERPRISE should be returned permanently to some proper place as a visible symbol of American valor and tenacity in war, and of our will to fight all enemies who assail us, and I request your approval of this proposal."

Stencilled: 4/30/48

Copied from stencil: 5/25/71